

Fig. 1

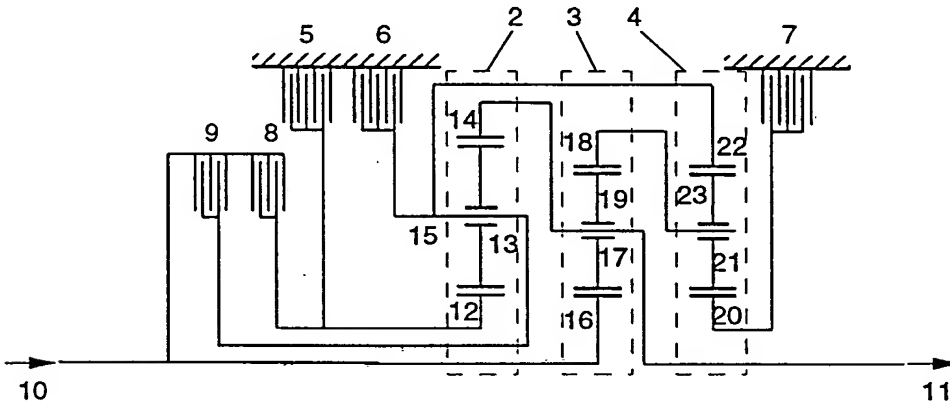


Fig. 2

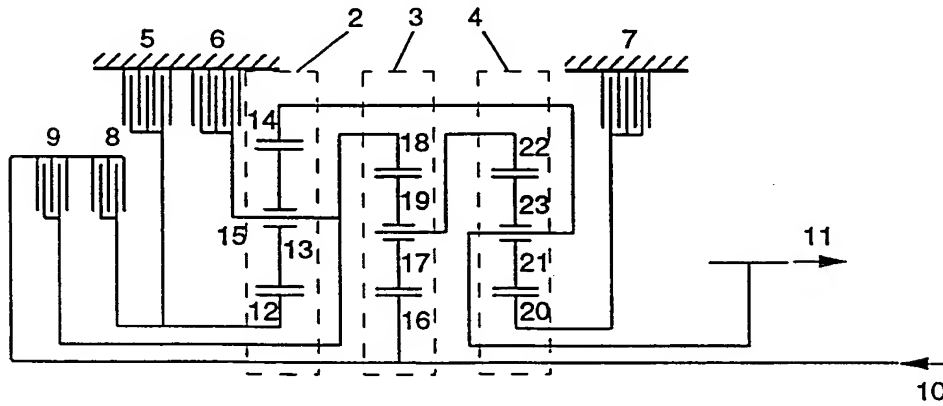


Fig. 3

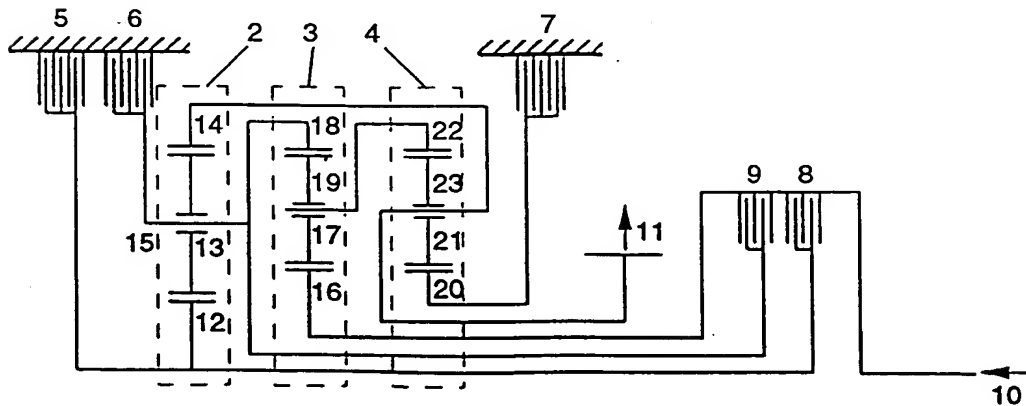


Fig. 4

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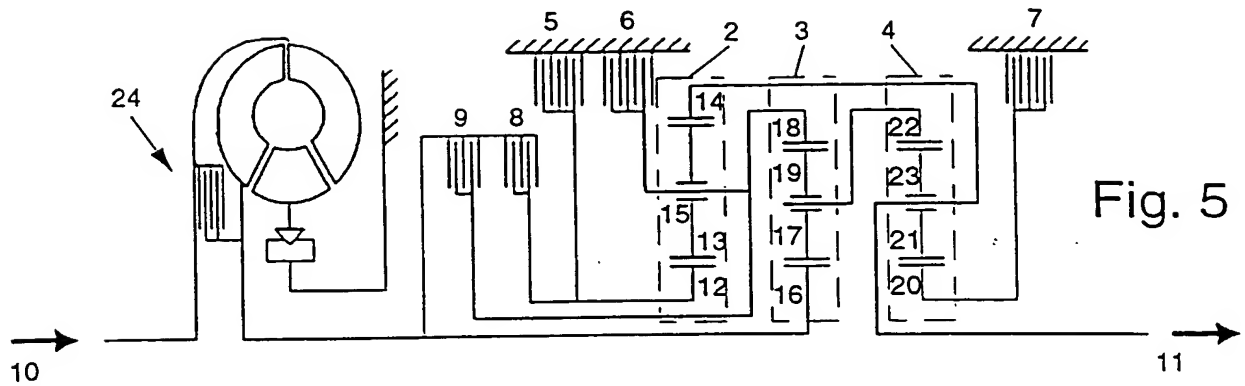


Fig. 5

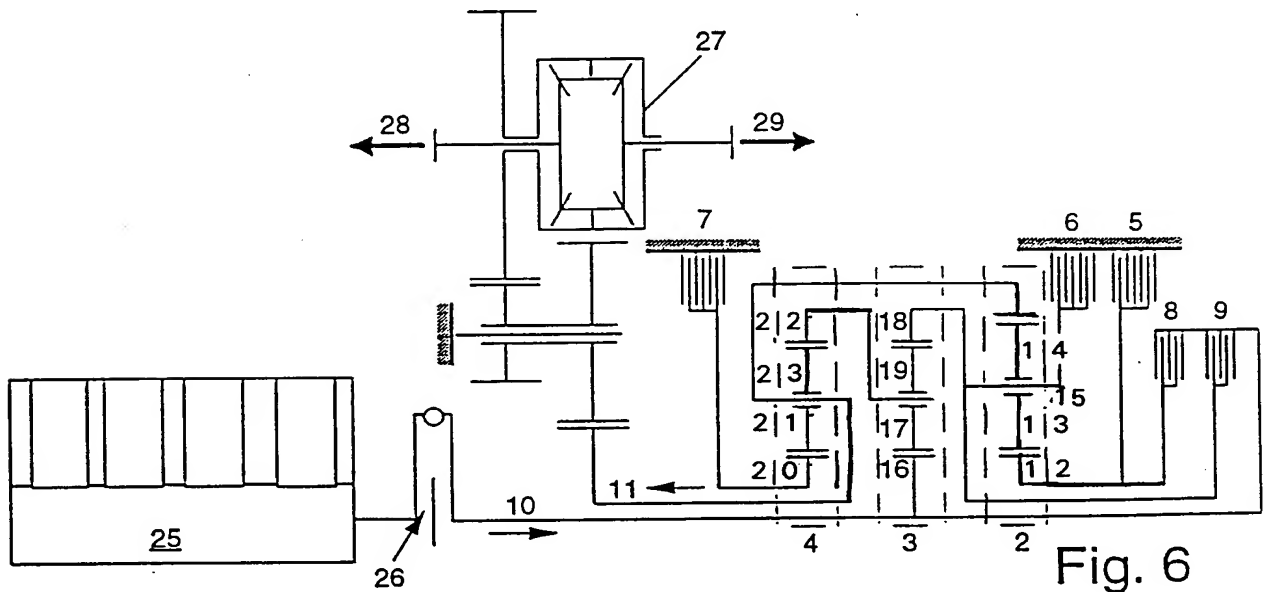


Fig. 6

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	5,70	3,33	1,98	1,41	1,0	0,78	-3,47	7,34
φ		1,71	1,68	1,41	1,41	1,29		
	$i_{01} = -3,47$		$i_{02} = -3,05$		$i_{01} = -2,46$			

Fig. 7

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	5,49	3,26	2,08	1,44	1,0	0,80	-3,91	6,89
φ		1,68	1,57	1,44	1,44	1,25		
	$i_{01} = -3,91$		$i_{02} = -2,80$		$i_{01} = -2,25$			

Fig. 8

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	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	4,84	2,98	1,90	1,41	1,0	0,77	-3,28	6,32
φ		1,62	1,57	1,35	1,41	1,30		
	$i_{01} = -3,28$		$i_{02} = -2,43$		$i_{01} = -2,43$			

Fig. 9

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	3,87	2,48	1,74	1,38	1,0	0,76	-3,26	5,06
φ		1,56	1,43	1,27	1,38	1,31		
	$i_{01} = -3,26$		$i_{02} = -2,87$		$i_{01} = -1,71$			

Fig. 10

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	3,83	2,30	1,62	1,30	1,0	0,79	-3,67	4,88
φ		1,67	1,42	1,25	1,30	1,27		
	$i_{01} = -3,67$		$i_{02} = -2,83$		$i_{01} = -2,22$			

Fig. 11

GEAR	K1	K2	B1	B2	B3
1				×	×
2			×		×
3	×				×
4		×			×
5	×	×			
6		×	×		
R	×			×	
Braked Neutral			×	×	

Fig. 12